

DRAFT LAND USE CHAPTER

INTRODUCTION

Why Land Use Matters

Land use and development lives at the intersection of natural, built, and community systems. Decisions about land use directly impact the protection of our sensitive environmental areas and waterbodies; the most efficient, effective, and resilient locations for development, redevelopment, and infrastructure; and where people live and work, how they can travel from place to place, and how they interact with one another in a community.

This section acknowledges that change is inevitable. In some places, change should be managed to protect environmental, historic, and cultural resources and long-term public health and wellbeing. In other places, change should be managed to help provide space for the types of development the Town needs to thrive into the future, including addressing the local housing crisis and supporting a vibrant mix of employment opportunities. This section looks at anticipated changes across this spectrum and identifies strategies needed to successfully manage conservation, redevelopment, infill, and economic opportunities.

This section provides direction for town-wide land use issues, as well as direction around different land use types, ranging from natural and rural landscapes to denser commercial corridors and town and village centers.

Please see the Land Use and Development section (under Section 4: Built Systems) of the Existing Conditions Report for information on existing land use, development trends, and the Town's current land use management tools and policies.

DATA SHEET

[Insert Data Sheet Graphics.]

Land Use Actions Since 2010

The Town of Barnstable last adopted its Local Comprehensive Plan in 2010. A great deal of work was put into the development of that plan, and it has been actively implemented over the past fourteen years. Below is a high-level overview of some notable implementation achievements.

Zoning

As will be discussed further below, one of the most important components of the Land Use chapter is to identify areas of town where contextually appropriate land use outcomes are desired and to make recommendations accordingly for changes to land use policy, including zoning. The 2010 LCP had many recommendations around zoning reform that have been implemented since then.

Centerville Village District of Critical Planning Concern (DCPC) Centerville Village

This new ordinance was adopted in 2009 and has an emphasis on preserving and respecting the historic nature of the Centerville village. It allows for a mix of single-family homes, small-scale retail and services, office, and mixed use, with apartments allowed as accessory uses. The Centerville Village DCPC includes design guidelines for all new development and additions. Corporate branding is prohibited and there is flexibility for dimensional requirements through the special permit process.

Barnstable Village Business District (VB-A Business District)

Significant amendments were made to this district in 2010. Barnstable Village allows for a mix of single-family homes, retail, office, and services, with apartments allowed as accessory uses on upper floors and limits “formula” businesses and corporate branding.

Marstons Mills Village District (MMVD)

This new ordinance was adopted in 2010. Marstons Mills Village allows for a mix of single-family homes, retail, office, services, and mixed use, with apartments allowed as accessory uses. Larger-scale mixed use is allowed with performance standards, and there are design guidelines for all new development and additions. Corporate branding is prohibited but there is flexibility for dimensional requirements through the special permit process. Non-conforming uses may not be replaced by another non-conforming use.

West Barnstable Village Business District (WBVBD)

This new ordinance was adopted in 2011. The West Barnstable Village Business District allows for a mix of single-family homes, small-scale retail, and office, with service businesses allowed by special permit. Larger-scale mixed use is allowed with performance standards, and there are design guidelines for all new development and additions. Corporate branding is prohibited, and non-conforming uses may not be replaced by another non-conforming use.

Craigville Beach District of Critical Planning Concern (DCPC) Craigville Beach

This new ordinance was adopted in 2011 and has an emphasis on flood control and groundwater maintenance and recharge for properties surrounding the Centerville River. The DCPC is divided into four “neighborhood overlays” for Craigville Village, Craigville Beach, Long Beach/Short Beach, and Centerville River North Bank. Each neighborhood overlay has its own use regulations and performance standards aimed at preservation and protecting each area’s unique built and environmental characteristics.

Accessory Dwelling Unit (ADU) Ordinance

This new town-wide ordinance was adopted in 2022. It allows up to one ADU on a lot with a single-family dwelling, with a maximum of up to two bedrooms and 900 square feet (or ½ the habitable floor area of the primary dwelling, whichever is less). ADUs must be rented for at least a period of 12 consecutive months and only the ADU or the principal dwelling can be rented at any one time.

Downtown Hyannis Zoning Districts

The prior Downtown Hyannis Zoning Districts were repealed and replaced with this new ordinance in 2023 to incorporate aspects of “form-based code”. The intent of the code is to foster a predictable built environment and provide a high-quality public realm by regulating the form, placement, design and massing of a building while continuing to regulate land uses but through broader use categories. This

fine-grained zoning, which strictly applies to Downtown Hyannis, acknowledges that even within a relatively small area there are several different conditions that call for different development standards. The two core downtown Districts, Downtown Main Street and Downtown Village, are intended to promote mixed-use and multi-family development and a continuation of a walkable, pedestrian-oriented downtown environment with a continuous active streetscape. Surrounding districts support this core and encourage traditional neighborhood development patterns, residential infill, and support community transportation and health care institutions present in the downtown.

Highway Business Zoning Districts

The Highway Business Zoning District, which includes commercial corridors on West Main Street, Route 132, and Route 28 in Hyannis and Centerville was amended in 2019 to allow expanded commercial uses by-right, as well as multi-family residential and mixed-use development by-right.

Route 6 Interchange/Route 132

The Business and Highway Business Districts were expanded northward on Route 132 between 2014 and 2016 creating a new commercial node that supports a number of financial institutions and other professional office uses.

Mixed Use Subzone, Medical Services Overlay District

An area in the Regional Economic Center, on land formerly belonging to Cape Cod Hospital, was rezoned in 2021 to allow four-story multi-family residential development.

Shopping Center Overlay Amendments

Zoning amendments were approved on land belonging to the Cape Cod Mall to allow multi-family residential development, hotels, offices and reduced parking requirements in 2022 to support the existing commercial district.

Preservation

One of the major goals of the 2010 LCP was to expand the protected open space and recreational land. Significant progress has been made on this front over the past thirteen years as noted in the table below.

Table X.X. Summary of Open Space and Recreation Land

Protected Open Space (acres)			
	<i>2010</i>	<i>2023</i>	<i>Change</i>
Conservation Land	6,349.26	6,449.85	100.59
Land Bank/CPA	960.06	1,037.57	77.51
Private Open Space	1,181.51	1,311.4	129.89
State Land	447.35	617.46	170.11
Conservation Restriction	438.39	516.82	78.43
Municipal Water District	233.51	237.75	4.24
Non-Municipal Water Districts	1,188.60	1,189.87	1.27
Total Protected	10,798.68	11,360.72	562.04

Recreation Land, Other Open Space and Public Land (acres)			
	<i>2010</i>	<i>2023</i>	<i>Change</i>
Town Cemeteries	166.07	166.07	0
Public Trusts	79.17	1,311.40	1,232.23
Town Recreation Land & Facilities	112.94	411.45	298.51
Beaches & Public Landings	145.14	145.14	0
Municipal Use	934.46	878.65	-55.81
Schools	289.73	199.56	-90.17
Airport	602.77	616.03	13.26
Housing Authority	54.50	65.06	10.56
Barnstable County Land & Facilities	123.11	135.68	12.57
State Land	192.22	617.46	425.24
Federal Land	1.15	1.15	0
Total Recreation and Other	2,701.26	4,547.65	1,846.39

Source: Town of Barnstable October 2023

As can be seen in the table above, both protected open space and recreational/public lands have increased since 2010. Each of the categories under protected open space and recreational/public lands increased with the exception of municipal use with a 5.97% reduction and schools with a 31.12% reduction. Protected open space increased modestly with an overall increase of 562.04 acres (+5.20%) whereas recreation/public lands increased significantly with an overall increase of 1,846.39 acres (+68.35%). State land saw the largest increase, both in acres and as a percentage (+38%).

Most recreation and public land types have seen an even greater increase, though some have decreased or remained the same. Overall, such lands increased by over 68%. Public trusts led this change, increasing by over 1,200 acres from just under 80 acres in 2010. Other state lands have also increased

significantly (+221%), as have town recreation land and facilities (+264%). Schools and other municipal uses lost a total of approximately 145 acres over this time.

Policies, Priorities & Plans

Several plans and policies in support of the LCP have been adopted since 2010.

Growth Incentive Zone (GIZ)

First approved in 2006, the Downtown Hyannis Growth Incentive Zone (GIZ) was reauthorized with the Cape Cod Commission in 2018. The GIZ has been the primary area in the Town designated for growth, both residential and commercial, as outlined in the 2010 LCP. A “GIZ” is a planning tool that allows communities to exempt certain development activities from Cape Cod Commission regulatory review. The intent is to encourage residential and commercial development and redevelopment supported by community amenities and appropriate infrastructure. The GIZ gives the Town more local control over decision making in downtown Hyannis and makes development easier and more attractive by eliminating the step of Cape Cod Commission review. The GIZ is supported by the Downtown Hyannis Zoning Districts described above.

Please see the Land Use and Development section (under Section 4: Built Systems) of the Existing Conditions Report for more information on the GIZ.

Comprehensive Wastewater Management Plan (CWMP)

The CWMP, adopted in 2020, is a plan to protect Barnstable’s coastal waters, ponds, and drinking water by managing nutrient pollution from wastewater. To accomplish this, the plan calls for an expansion of the Town’s wastewater infrastructure (i.e. sewers) as well as other innovative and nature-based approaches such as inlet dredging, cranberry bog conversions, and use of nitrogen-removing septic systems. The 30-year plan is comprised of three 10-year phases, predominantly focused on sewer expansion. By reducing nutrient pollution in embayments, the plan protects water quality in ponds and drinking water sources and is also designed to provide the wastewater infrastructure needed to support community economic development and affordable housing needs.

Please see the Wastewater Management section (under Section 4: Built Systems) of the Existing Conditions Report for more information on the CWMP.

Revisions to Cape Cod Commission Review Thresholds (Chapter H)

The Town was granted approval from the Cape Cod Commission to raise Development of Regional Impact (DRI) project thresholds in the mapped Economic Centers and Industrial Service & Trade Areas outside of the Growth Incentive Zone in Hyannis. See the boundaries of these areas in **Map X** below. Like this GIZ, a DRI allows for more development to be reviewed and approved directly by the Town rather than going through the Cape Cod Commission. The Town may now review commercial and industrial development proposals in the Economic Center up to 20,000 SF (from 10,000 SF) and in the Industrial Service & Trade Area up to 40,000 SF (from 10,000 SF). This amendment seeks to make the permitting process more efficient for such developments and make it easier to attract the types of development the Town wants where it wants it.

ISSUES & OPPORTUNITIES

This plan is built around the collective needs and desires of the community. Through multiple public meetings, surveys, interviews, and focus groups, the Town gathered feedback on what is working in Barnstable, what is not, and what changes residents want to see. This feedback is what has guided the development of Goals, Actions, and Strategies throughout this plan.

Townwide Issues and Opportunities for Land Use

The overall land use management approach for Barnstable encourages growth and redevelopment in locations where more intense development is appropriate and viable because of available roadways, wastewater, and other infrastructure, including broadband and telecommunications, and because the location minimizes impacts on open space and sensitive natural resources. This strategy helps reduce, and where possible even reverse, sprawling land development patterns and promotes a land use pattern that respects the past, supports today's vibrant multi-faceted community, and allows thorough and careful preparation for future needs. Below is a discussion of some of the most important land use issues and opportunities that have townwide implications.

The Zoning Ordinance is the primary land use regulation in Barnstable. It contains provisions for land use in all zoning districts as well as for non-conforming uses and use variances. Each Local Comprehensive Plan update is an opportunity to take a look at the Zoning Ordinance with fresh eyes. The LCP identifies where changes to land use policy will be beneficial and help the Town reach its various goals. Some of these changes to land use policy will result in changes to the Zoning Ordinance. In brief, zoning should be revised to allow what the Town wants where it wants it and to prohibit uses where they are not desired. The goal is to increase certainty and consistency, and not to rely on incentives or negotiations with property owners or developers to get what the Town wants.

It is also good practice to review and analyze the Zoning Ordinance periodically for opportunities to condense and streamline, incorporate a more user-friendly format, correct and update references, and ensure compliance with state law.

Issues and Opportunities for Different Land Use Types

Barnstable has arguably the most diverse array of land uses of any municipality on Cape Cod. While the most populous town on the Cape, Barnstable is home to a variety of important water, coastal, wetland, wildlife, historic, and open space resources. The Town grew up around seven village centers, and these villages continue to play a large role in defining the life of the community. Additionally, Barnstable is home to some of the most concentrated and intensive development on Cape Cod, with denser housing, commerce and retail, industrial areas, and regional services such as the Barnstable Municipal Airport, Cape Cod Community College, Cape Cod Hospital, Cape Cod Regional Transit Authority Hyannis Transportation Center, ferry terminals to the Islands, and a network of working waterfronts.

Compact Development

The 2010 Local Comprehensive Plan supports a policy of compact development, a smart growth approach that concentrates development where infrastructure can be efficiently provided and access to transportation is readily available. Infill, mixed-use development, development of previously developed

underutilized land, and cluster development are forms of compact development. Development outside of areas with opportunities to walk to shopping, work, recreation, and other necessary pursuits is, by its nature, more demanding on our resources than is development in the Downtown Hyannis area and other areas long targeted by the Town for growth.

Infill and Redevelopment

Infill and redevelopment of existing developed commercial areas is the Town's preferred form of compact development. Working with stakeholders, the Town reviewed existing conditions and regulations in the GIZ and many of the village districts. Together, they analyzed infrastructure and regulatory needs; developed necessary infrastructure plans; and provided standards for community character and traffic management. The goal was to create an environment where businesses can thrive; infrastructure is improved or upgraded; and residents can access goods and services in a safe, efficient manner.

Infill and redevelopment provide opportunities to improve overall design for better function and community character enhancement. Site design, building design, and landscaping are all important components of these regulations. Interconnection of adjacent properties, transportation corridor access management, and streetscape and site enhancements are considered, and the permit process has been clarified and simplified. The Town consequently amended plans and zoning for the villages and in early 2023, adopted a more "form-based" code for the GIZ (see more on this below in the subsections on the GIZ and Village Centers). Zoning reform is an iterative process. As the Town continues to implement the GIZ and Village Centers standards, they should be periodically assessed for further improvement and refinement.

There are many issues and opportunities related to these land use types, and many of the Policies and Strategies below are designed to be specific to certain land use types. The section discusses these specific land use types and provides policy direction for land use decisions looking forward.

Natural Areas

Natural Areas are generally the Town's least developed and most sensitive areas. While Barnstable is the most populous and also one of the most built out municipalities on the Cape, it has a wealth of natural areas such as Sandy Neck, the Great Marsh, and other local and privately held conservation lands. Sensitive habitat areas have also decreased in Barnstable, primarily from residential development pressure. These areas are increasingly subject to change from development impacts, stormwater runoff, wastewater discharge, recreational users, and climate change.

The Town has many opportunities to strategically expand protected natural areas in an effort to connect core sensitive habitat and establish a better-connected network of natural areas. Where connections are needed in developed areas, strategies for implementation may include easements on portions of developed lands or even purchasing and reverting developed lands to open space.

Rural Development Areas

Rural Development Areas are defined by a high percentage of open lands and sparse building development patterns that contribute to the unique rural and scenic character of the region. Areas such

as West Barnstable, larger lot areas around village centers, and the Town's few remaining agricultural areas and farms all contribute to the Town's rural character.

While active agriculture has been on the decline in Barnstable for many years, the demand for locally grown produce, dairy products, and meats is growing on Cape Cod. This presents an opportunity to strengthen local agriculture. However, development pressure, primarily from the residential market, represents more value for these lands than agricultural uses do. Ordinances, regulations, and policies should be reviewed to ensure that maximum protection is afforded to agricultural uses and that incentives are in place to help maintain existing farms and put properties with prime agricultural soils back into active agricultural use.

Lower-Density Residential Areas

Lower-Density Residential Areas include residential neighborhoods built primarily between the 1950s and 1990s. Comprising the majority of the Town's land area, these districts should be periodically analyzed for inappropriate use allowances, redevelopment permitting, open space and recreation needs, affordable housing development, transportation improvements, and heritage preservation. Depending on location, new residential development and expansion of existing residential development may be very limited by mandatory compliance with state and federal nitrogen discharge limits as established by the Massachusetts Estuaries Program. There are opportunities in these areas to manage existing development, actively guide redevelopment, and plan for necessary capital improvements.

Historic Areas

Historic Areas consist of concentrations of historic structures, including local and/or National Register districts located in a small-scale village setting. Particularly notable historic areas in Barnstable are found in and around the village centers of Barnstable, Centerville, Cotuit, Craigville, Hyannis, Hyannisport, Osterville, and West Barnstable. These areas include not only historic buildings, but cemeteries, landscape features, and viewsheds. Preserving these resources is an opportunity for the Town to maintain its heritage and culture, while continuing to be a unique draw for the tourism economy.

Maritime Areas

Maritime Areas are clusters of commercial and mixed-use development that contribute to Cape Cod's working waterfronts and harbors. Barnstable is home to some of the most active maritime areas on the Cape, including productive fishing industries, commuter and visitor ferry service, sightseeing boats, recreational marinas, and more. Barnstable Harbor, Hyannis Harbor, West Bay in Osterville, and multiple other marinas and yacht clubs provide jobs, attract tourists, and are an integral part of the local culture and quality of life.

Harbors and marinas provide opportunities for traditional fishing and shellfishing activities and the growing recreational boating public. Water-dependent industries such as boat yards, sail lofts, and other water-dependent uses should be retained and supported, both for their economic and historic/cultural importance. There have been and naturally will continue to be conflicts between the working waterfront and recreational boating. The Town must continue to pursue policies that balance these competing interests.

Regional Economic Center

This area of Hyannis is characterized by larger-scale commercial and light-industrial uses, with the potential to be interspersed with higher density residential development. This area serves an important role in the regional economy, providing goods and services, year-round employment, and economic stability and sustainability in a region that can be dominated by seasonal fluctuations in the economy. This area includes land designated as centers for industrial activity, suitable for industrial uses and emerging industries. The introduction of multi-family development in these areas may provide a larger, local customer base for businesses in a location that generally has the infrastructure capacity to support much needed housing diversity.

For planning purposes, this area is split into two sections: the largely commercial area around Cape Cod Mall and the Landing at Hyannis, and the industrial area to the north. The Town recognizes that this area has potential to grow and change under existing regulations. There are opportunities to further amend existing regulations to better manage traffic, economic development, groundwater protection, and community character in this area.

Growth Incentive Zone (GIZ)

Please see more information on the GIZ and the Downtown Hyannis Zoning Districts under the Land Use Actions Since 2010 section above.

A special note on regional transportation: The Cape Cod Gateway Airport, as a regional transportation hub, provides many opportunities for collaboration. Moving passengers from the terminal to the Cape Cod Regional Transit Authority's Hyannis Transportation Center and island ferry terminals by transit to alleviate some Airport Rotary traffic, providing better airport services to area residents, and ensuring maximum protection of water supply from aircraft and vehicle fueling and repair operations are areas for mutual exploration and cooperation.

Village Centers

Barnstable is made up of seven villages: Barnstable Village, Centerville, Cotuit, Hyannis, Marstons Mills, Osterville, and West Barnstable. Each of these villages has distinct needs for growth management, historic preservation, businesses, housing, and environmental concerns. Public meetings were held to get feedback specific to each village center. Issues and opportunities for each of the seven village centers are summarized below.

Hyannis Village

Hyannis, which also includes the Hyannis Port and West Hyannisport neighborhoods, is the economic center of the region, defined by the presence of the regional commercial center and a historic Main Street and working waterfront.

Barnstable Village

Barnstable Village is quintessential Cape Cod. The historic landscapes and views are closely tied with the identity of the Town and County. They are the foundation of the visitor economy and the perception of the Town as a desirable place to live. Barnstable Village's historic resources remain largely intact and highly valued. The village recognizes that its historic resources are most important to its character and to

the economy of the town but sees opportunities to expand locally serving businesses and improve walking and biking infrastructure.

Centerville

The "village assets" of Centerville are numerous, ranging from the beauty and charm of its Main Street to the sunset at Craigville Beach. The traditional New England image is present throughout much of the Village, making it one of the most desirable villages for year-round and summer residents and a destination for leisure travelers. Most of its historic buildings and scenic areas remain intact. The riverways and inland water bodies provide natural focal points. However, there are opportunities to address traffic calming and pedestrian safety issues.

Cotuit

Cotuit's peninsular location and intimate relationship with the sea is one of its greatest assets, has shaped its history, and now creates some of its biggest challenges. In addition to its treasured waters, the residents of Cotuit put an extremely high premium on open areas, and there are opportunities to improve water quality in the area and expand recreational offerings.

Marstons Mills

Village residents describe Marstons Mills as having a rural village character that they value and wish to retain. Marstons Mills is one of the more rural of the Barnstable villages. The center of the village has retained its traditional uses, including retail. Three community buildings, the library, Liberty Hall, and the Methodist church form a little community center off the main commercial center of the village. Town owned lands in the area provide scenic views of the open rural character reminiscent of the old Marstons Mills and are identifying features of this village, and indeed of the whole town. Residents would like to see more activities for children and young families and are concerned about families being priced out of the housing market.

Osterville

The seaside village of Osterville's distinct areas include the more rural northern area along Bumps River Road, Tower Hill, East Bay, the village center, Seapuit, Osterville Harbor and the historic area of Wianno, and the island communities of Little Island and Grand Island (Oyster Harbors). The village's shoreline encircles a network of protected waters and barrier beaches, and there are several hundred acres of conservation land in and around Osterville. Residents see an opportunity to continue investing in the public realm and public facilities, such as the library, beaches, sidewalks, and youth activities.

West Barnstable

West Barnstable has several community facilities including the library, community building, and softball field, all of which are actively used. Residents want the village to retain its rural and historic character. Protection of old farms is of concern to longtime residents, many of whom do not wish to see the old farmlands subdivided and developed. Residents want to see better walkability and maintenance of sidewalks. Many are concerned about the increased cost of housing as well as water quality protection and water availability.

Commercial Nodes

Barnstable has many largely auto-centric commercial corridors, including the Highway Commercial District located within the GIZ. Beyond this area, other stretches of Route 28/Falmouth Road, Route 132 Iyannough Road, and West Main Street serve people both locally and from across the region.

Route 28 Node

This east west regional route traverses low and medium density residential development interspersed with scattered non-residential uses, intensely developed highway business areas, and the regional commercial center arranged along the eastern portion of the corridor. There is significant opportunity for growth in the commercial nodes along this corridor, both residential and non-residential. Goals for this area include managing existing development, actively guiding infill and redevelopment to address parking, screening and roadway access issues, and detailed planning for capital improvements to adequately support new development.

West Main Street Node

This long strip of Highway Business zoned roadway has potential to change use and intensity under existing regulations. Traffic overburdens this roadway and its many access points, community character is compromised by strip development, and residential uses are not fully integrated into the streetscape. Goals for this area include improved community character, a defined neighborhood center with neighborhood-serving businesses, traffic congestion relief, traffic calming measures, streetscape improvements, and drinking water protection.

Non-Conforming Uses

Non-conforming uses are existing uses that do not conform to the use standards of the zoning districts in which they are located. The most common non-conforming uses are commercial uses located in residential zoning districts. Legally non-confirming uses may continue so long as they meet certain standards. Many of these uses provide valuable services to the community but can also cause traffic issues and other conflicts with neighboring residential uses. It is the Town's longstanding policy that these uses convert to residential uses over time in order to reduce such conflict. To the degree possible, Barnstable should use its non-conformity section to eliminate variance requests.

Use Variances

Use variances are a perfect example of the importance of adopting clear and consistent zoning bylaws. When it is clear what uses are desired and allowed in certain zoning districts, there should be no need for use variances. Use variances are currently not allowed in several areas of Barnstable, and the Town may consider expanding this prohibition.

POLICIES & STRATEGIES

Residential and Rural Areas

Development in these areas should be limited to residential and small businesses, and what development does occur must be sensitive to environmental constraints. Residential development should allow various housing types in addition to single-family dwellings including two- and three-family dwellings, small scale cluster housing, and townhouses.

- Strategy: To preserve open lands, agricultural lands, and cultural, historic, and scenic landscapes, explore locations for an increased lot size requirement in areas with insufficient infrastructure.
- Strategy: Consider incentives and tax benefits for agricultural lands to increase intensity and economic possibility.
- Strategy: Amend the zoning ordinance to enhance requirements to retain existing tree canopy and establish new requirements to increase tree canopy such as through defined vegetation buffers.
- Strategy: Consider incentives or requirements for using open space residential development in key areas, such as near mixed-use zoning districts and where the protected open space can help conserve and connect important natural resources.
- Strategy: Analyze current standards for lot coverage and building massing in the Residential Areas. Consider creating or decreasing maximum lot coverage limitations and/or establishing floor to area ratio (FAR) limits in strategic areas to contain the spread of impervious surfaces and to improve coastal flooding resilience. Consider adopting these limits, at a minimum, in areas targeted for future public sewer service.
- Strategy: Conduct a study of Residential Areas within a walkable distance of mixed-use and commercial zoning districts in relation to the Town's CWMP. Where future sewer capacity exists, nitrogen sensitive embayments will not be negatively impacted, and the required parking per unit can be accommodated on site, consider allowing and adopting design standards for:
 - Two- or three-family dwellings (new construction or conversions) so long as the underlying dimensional standards and massing for a single-family home are maintained.
 - Clusters of small-scale single-family or two-family "cottages" designed around common open space on a single lot.
 - Townhouse communities integrated into neighborhood and providing attainable housing opportunities for families.

- The intent is to provide more housing diversity within walking distance of shops, services, and facilities.

Note: See the Natural Resources chapter for strategies around land conservation, tree canopy preservation, sewer neutral and nitrogen limitation policies, etc.

Regional Economic Center

Development in the Regional Economic Center area should focus on placemaking and connectivity, creating whole neighborhoods that are livable, safely walkable, and integrated with regional shopping and office uses. Heavier commercial and industrial uses will continue to play a vital role in the local and regional economy in the Industrial & Service Trade Area.

- Strategy: Develop and adopt standards for residential uses in the Regional Economic Center area to ensure they are part of whole neighborhoods.
 - Require developments above 12 units to set aside space for usable open space.
 - Require developments above 50 units to set aside space for ground floor, locally serving retail.
 - Require connectivity between new residential development and nearby parks, schools, shopping, and services, whether through sidewalks, bike paths, transit or other such means.
- Strategy: Develop and adopt standards, including design standards or guidelines, for additional housing types at a scale between two-family dwellings and multi-family dwellings. This could include 3- and 4-family dwellings, townhouses, small apartments of up to 6 dwelling units designed to look like large houses, or small-scale apartment buildings of up to 12 units. Such housing typologies may be most beneficial as a transition from the Economic Center to neighboring residential areas. Smaller multi-family options may also be easier for local developers to design and build, with less competition from larger national firms.

Downtown Hyannis

Development in this area should continue to focus on placemaking transforming public spaces to strengthen connections between people and places, reducing auto dependency and enhancing connectivity, creating safe, livable, compact walkable neighborhoods. Development should support everyday amenities and activities like a grocery store, a movie theater and an arts and culture performance center.

- Strategy: Continue to refine the Downtown Hyannis Unified Design Guidelines and Regulations, creating a clear, consistent path forward for applicants and regulators to foster and champion a cohesive style for the historic and maritime character of downtown Hyannis with the opportunity to redevelop and define the built and natural environment of Hyannis with quality, character, and charm balancing environmental and aesthetic concerns relative to building materials and incentivizing active public spaces.
- Strategy: Conduct an analysis, at least once every two years, of development and redevelopment in the GIZ, compared with the planned vision and stated purposes of the Downtown zoning. Together with the general public, identify development/redevelopment challenges and outcomes that are inconsistent with the vision/purposes and explore options for regulatory amendments to address them. Any future amendments to the Downtown Hyannis zoning resulting from the analysis should allow for flexibility in regulations in order to respond to the changing nature of the markets and potential infrastructure challenges.
- Strategy: While this area is expected to absorb a significant percentage of future growth, largely through mixed-use infill and redevelopment, adequate open space must be ensured. The Town should seek opportunities to integrate high-quality open space and recreational opportunities designed to incorporate both passive and active spaces (playgrounds, sports courts, food trucks etc.) that support interactive engagement and can be used to host community events, especially for families, on a neighborhood scale into the GIZ. Future development should be required to incorporate and maximize open space and recreation spaces and amenities during design development to be integrated within the building footprint through improvements such as rooftop decks and community gardens and at grade with plazas and park space.
- Strategy: Continue to coordinate conversion of Main Street and surrounding street networks to two-way circulation to support safe and walkable neighborhoods.
- Strategy: Enhance safety by improving public spaces with features such as lighting, wayfinding, etc.

Village Centers

Development in these areas should be of smaller scale and continue to focus on walkable, mixed-use neighborhoods in an historic context considering historic culture and architecture with accessibility to public transportation and a more connected network of bicycle paths. Development should be designed to preserve community character with small businesses and tasteful signage.

- Strategy: Conduct an analysis, at least once every two years, of development and redevelopment in each of the Village Centers, compared with the planned vision for each village and the stated purposes of any village zoning districts. Identify any development/redevelopment outcomes that are inconsistent with the vision/purposes and explore options for regulatory amendments to

address them. In particular, explore a prohibition on use variances for Village Centers where this is not already in place.

- Strategy: Adopt design guidelines for residential, non-residential and mixed-use development and redevelopment for each Village Center lacking them. Include development guidelines for architecture and site design as well as suggested infill and redevelopment strategies.
 - Create consistency with the historic and/or maritime character of the area.
 - Create livable and safe neighborhoods for year-round residents that are walkable with access to local amenities and services.
 - Preserve views and public access to fresh and coastal waters.
 - Enhance pedestrian and bicycle access and public spaces.
 - Preserve existing trees and enhance green spaces with native landscaping.

Commercial Nodes

Allow these areas to evolve into smaller, walkable, mixed-use centers with dedicated open space and access to important neighborhood services supported by denser residential housing of market-rate and affordable units within and around the nodes. All of the commercial nodes should be consistently designed as whole neighborhoods with enhanced public transportation. Each of the commercial nodes should also be reviewed independently for unique character and economic potential.

- Strategy: Adopt design guidelines for non-residential and mixed-use development and redevelopment to be tailored for each of the following commercial nodes: West Main Street, the Route 28 Corridor (consider Mashpee Commons with walkable and cohesive design), the Route 6 Interchange (recognize that this area serves multiple uses), and the Yarmouth Road Triangle. Include development guidelines for architecture and site design as well as suggested infill and redevelopment strategies. Discretionary review should be coordinated for development design.
 - Create livable neighborhoods for year-round residents.
 - Enhance pedestrian and bicycle access from surrounding neighborhoods.
 - Provide for public and accessible open spaces for people of all ages and abilities.

- Strategy: Develop and adopt standards for additional housing types at a scale between two-family dwellings and multi-family dwellings that can be allowed in the Commercial Nodes. This could include 3- and 4-family dwellings, townhouses, small apartments of up to 6 dwelling units designed to look like large houses, or small-scale apartment buildings of up to 12 units. Most of these housing types could accommodate mixed-use with ground floor commercial. Smaller multi-family options may be easier for local developers to design and build, with less competition from larger national firms. Consider prohibiting multi-family development of greater than 12 units along West Main Street and the Route 28 Corridor.

- Strategy: Conduct an analysis of all non-conforming non-residential uses in the Town.
 - Some of these existing non-conforming uses are important culturally and/or economically, and it may not be desirable to see them phase out into residential uses over time. Work with local residents and business owners to determine whether zoning changes would be appropriate for any of these uses, to ensure that they may continue into the future.

 - Revise the standards for the expansion or alteration of non-conforming non-residential uses, to ensure that impacts on neighboring residential uses are improved as changes are made. Consider incentives to encourage areas being developed as housing.

 - The area in the vicinity of the transfer station contains many non-conforming use properties and includes the intersection of Route 28 and Osterville West Barnstable Road, continuing north to Flint Street and Old Falmouth Road. Land use management actions for this area include: managing existing development to be more compatible with surrounding residential uses, improving streetscape and overall appearance of the area, and analyzing whether zoning changes are desired to protect some of these non-residential uses into the future.

Maritime Areas

Preserve and improve public access to and view of working waterfronts and harbors and protect maritime areas from overdevelopment. Preserve and actively support existing water-based and maritime uses including museums and fishing charters and encourage concentration of additional activities that build upon existing uses such as a fish market or waterfront restaurant to create economically vibrant and productive waterfronts. Carefully consider highest and best use of waterfront properties considering desire to maintain views and desire to concentrate activities and amenities like walking, biking, restaurants, and museums similar to Fisherman’s View in Sandwich. Encourage and support existing educational programs that promote knowledge of and appreciation for our blue economy and maritime traditions.

- Strategy: Protect and strengthen the existing working harbor activities and character, maintain water views and improve public access.
 - Harbor and marine uses shall provide a public edge to the water where feasible, and provide views, access and vistas while protecting water dependent activities.
 - Amend the Zoning Ordinance to ensure that existing water views are protected or enhanced. Consider establishing view corridors that are required to remain free of view-obstructing buildings, structures, site improvements or landscaping other than low-growing plant material or existing natural vegetation.
- Strategy: Engage in coastal resilience planning.
 - Amend the zoning ordinance to incorporate requirements for the built and natural environment with best practice strategies related to coastal flooding resiliency and potential need to retreat.

MAPS

Mapping is an important tool for visualizing land use policies. The maps below can help the community see where new growth and development are most suitable and where development should be moderated to protect important environmental resources.

Please see the Existing Conditions Report for a fuller range of maps.

Map X: Residential & Mixed-Use/Non-Residential Zoning Districts

Map X: Single-Family Residential Zoning Districts

Map X: Groundwater Protection Overlay Zoning District + Saltwater Estuary Protection

Map X: Growth Incentive Zone & Resource Protection Overlay District

Map X: Flood Zones

Map X: Hurricane Inundation Areas

Map X: Summary

Map X: Strategic Planning Areas [placeholder]

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